

Medicine

Frightful Case of a Colored Man.

I contracted a fearful case of blood poison in 1883. I was treated by some of the best physicians in Atlanta. They used the old remedies of Mercury and Potash, which brought on rheumatism and impaired my digestive organs. Every joint in me was swollen and full of pain. When I was given up to die, my physicians thought it would be a good time to test the virtue of Swift's Specific. When I commenced taking S. S. S. the physician said I could not live two weeks under the ordinary treatment. He commenced to give me the medicine strictly according to directions, which I continued for several months. I took nothing else, and commenced to improve from the very first. Soon the rheumatism left me, my appetite became all right, and the ulcers, which had ever since, began to heal, and by the 1st of October, 1884, I was a well man. I have since taken S. S. S. as a preventive, and have never been troubled with it again. S. S. S. has saved me from an early grave.

LEN MCLENDON.

Len McLendon has been in the employ of the Chesapeake & Potomac Company for some years, and he knew the above statements to be true. At the time he began taking Swift's Specific he was in a horrible condition. I regard his cure almost miraculous.

W. B. CROSBY, Manager, Chesapeake & Potomac Company, Atlanta Division, Atlanta, Ga., April 18, 1885.

For sale by all druggists. Treatise on Blood and Skin Diseases mailed free. THE SWIFT SPECIFIC CO., Drawer 3, Atlanta, Ga., N. Y., 107 W. 23d St.

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MILLER'S WOODSTOCK POEM.

ROMANCE GIBBERY'S CELEBRATED RIDE WITH HANK MONK.

Sat silent and still, sat faithful and true, To the great good man in his charge that day.

On time, though he bursted both trace and reins, Sat, slowly wowing, in face of the snow; But the water was so steep, and so slow—oh so slow.

The bleak pines were black; the bright silver peaks Were silver words, singing of heaven and home; Great cases swooped by, with bright, shiny beaks;

The fat waters called from their canyons of foam; Then, sudden out-popping a lead snowy white.

"Mr. Monk, I must lecture in Nevada to-night!" With just one thought that the mail must go through;

But weary—so weary—the stage wheels drew— As only the weary old stage wheels can— When again shot the lead, and it strucked out right.

"Mr. Monk, I must lecture in Nevada to-night!" Just then came the summit; And the world below, It was Hank Monk's world. But he no word spoke;

He pushed back his hat from the high peaks of snow; He threw out his foot to the great strong brake;

He threw out his silk; He threw out his rein; And the great wheels rolled as if feeling off skids!

The eagles were lost in the crags up above! The horses flew swift as the swift light of moon!

The mail must go through with its message of love; The miners were waiting his bright bugle horn.

The mail must go through; And Monk made a vow As he never had failed, why he wouldn't fail now!

How his stage spun the peaks like a far spider's web; It was spider and fly in the heavens up there; And the swift swirling wheels made the blood flow and ebbed;

For twice death in the breadth of a wheel or a hair; And then popped the head, and the piping voice cried:

"Mr. Monk! Mr. Monk!" But no Monk replied, Then the great stage swung, as if swung from death;

Then it dipped like a ship in the deep jaws of death; Then the great man he gasped, as men gasping for breath;

When they deem it is coming their time to die; And again came the head, like a battering ram.

And the fact it was red, and the words they were hot; "Mr. Monk! Mr. Monk! I don't care a—"

Which I lecture in Nevada to-night!" —[Joachim Miller, Woodstock, Conn., July 4.]

TRANSPORTING MONEY.

The Government Contract with the Adams Express Company.

The Government contract extends to all points accessible through established express lines, reached by continuous railway communication, but does not embrace sea or river transport of any kind, and does not extend westward beyond Omaha and Nebraska City, Neb., Atchison and Leavenworth, Kan.

The contract rates for the transportation of United States notes to the Treasurer for redemption, and United States notes sent in return, are 25 cents per \$1,000 to or from points within the territory of the Adams Express Company, and 50 cents per \$1,000 to or from points outside the territory of any express company, except points in Kansas west of Atchison and Leavenworth, in Nebraska west of Omaha and Nebraska City, in Arkansas, Texas, and to or from which the rate is 50 cents per \$1,000. When the remittance does not exceed \$500, the rate is half of that for larger amounts.

The rates for the transportation of National bank notes to the Treasurer for redemption are 37 1/2 cents per \$1,000 to each express company, and 50 cents per \$1,000 for remittance pass, and for United States notes sent in return, 25 cents per \$1,000 to points within the territory of any express company, except points in Kansas west of Atchison and Leavenworth, in Nebraska west of Omaha and Nebraska City, in Arkansas, Texas, and to or from which the rate is 50 cents per \$1,000. Sums less than \$1,000 are paid for at \$1,000.

The contract rate for the transportation of gold coin is 17-1/2 of a cent per mille per \$1,000, with a minimum rate of 50 cents per \$1,000 to each express company, when the distance at the prescribed rate does not equal that sum. Parts of \$1,000, not exceeding \$500, are charged half the price for \$1,000, with a minimum rate of \$1,000 to each express company, when the distance at the prescribed rate does not equal that sum. Parts of \$1,000, not exceeding \$500, are charged half the price for \$1,000, with a minimum rate of \$1,000 to each express company, when the distance at the prescribed rate does not equal that sum.

The contract rate for the transportation of silver coin is 40-1/2 of a cent per mille per \$1,000, with a minimum rate of \$1,000 to each express company, when the distance at the prescribed rate does not equal that sum. Parts of \$1,000, not exceeding \$500, are charged half the price for \$1,000, with a minimum rate of \$1,000 to each express company, when the distance at the prescribed rate does not equal that sum.

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THE SHARPLESS CUP RACE.

The Doughty Oarsmen the Columbus.

Four of the five crews which will take part in the Sharpless Cup race on the Schuylkill river at Philadelphia on Thursday, had arrived in that city yesterday, and took practice pulls. The Philadelphia Press says of the Washington crew, "The Columbus row a stroke all arms and legs. They apparently do not believe in straight backs, but they get in and out of the water more quickly than any crew that has rowed on the river since the Shamocoms were here in '70. The Fairmounts are the heaviest crew and their form is excellent."

Below is a list of the crews that will contest:

COLUMBIAN OF WASHINGTON, D. C.

A. A. Sepper, Pos., Height, Weight, 130, 5'8", 145; J. A. Sepper, Stroke, 130, 5'8", 145; J. A. Sepper, Pos., Height, Weight, 130, 5'8", 145; J. A. Sepper, Stroke, 130, 5'8", 145;

W. H. Gibson, Pos., Height, Weight, 130, 5'8", 145; J. A. Sepper, Stroke, 130, 5'8", 145; J. A. Sepper, Pos., Height, Weight, 130, 5'8", 145; J. A. Sepper, Stroke, 130, 5'8", 145;

F. A. Nite, Pos., Height, Weight, 130, 5'8", 145; J. A. Sepper, Stroke, 130, 5'8", 145; J. A. Sepper, Pos., Height, Weight, 130, 5'8", 145; J. A. Sepper, Stroke, 130, 5'8", 145;

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